

FBHVC

news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 4 · 2022



Sir
Malcolm Campbell's
**OTHER
career**

Plus

Heritage Certificates

Available from the British Motor Industry Heritage Trust

A visit to Bury Transport Museum

Small but perfectly formed

Recording the history of the classic car movement

A proposal for the recording of the preservation of historic vehicles

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Editorial Wayne Scott Communications Director

I recently had a week of complete and utterly striking contrast.

Firstly, attending The Classic at Silverstone - an incredible weekend as ever and the UK's biggest celebration of historic motorsport from a vast range of disciplines and eras of racing.

The event had a distinctly different feeling this year, as the organisers reported record ticket sales, so too did some of the areas of the show that are normally busy hives of activity also feel quieter. Yet the grandstands and pitlane seemed busier than ever - an indication of the move away from the traditional 'classic car' audience perhaps and more towards a family orientated focus, effected by the change of date to the Bank Holiday weekend. Certainly, promoting historic vehicles to a wider outside audience is a great thing for our movement and something we must strive harder to do as we seek to educate more of the public on the historic vehicle movement's value in preserving our transport heritage.

If Silverstone was glamorous, then the "showbiz" factor was just about to be ramped up a notch more as later that week, I attended the magnificent Salon Privé at Blenheim Palace, thanks to an invite from the JEC, Locktons Insurance and the Bagley Brothers David & Andrew, whose magnificent vision has given the UK its own Amelia Island or Villa d'Este. Talking of heritage, the highlight for me was seeing the very first, yes, I mean it, the very first Ferrari! Amazing. Of course, down in the capital Hampton Court Concours was also taking place.

Then comes the contrast.

These two events fell either side of a visit for myself, David Whale (FBHVC Chairman) and Emma Balaam (FBHVC Secretary) to the NSPCC headquarters in Shoreditch, London. We witnessed first-hand the work that the historic vehicle community has contributed to through our fundraising for Drive It Day and Ride It Day. What was revealed was both moving and shocking in equal measure.

Moving was the incredible dedication to helping vulnerable young people that the volunteer team of counsellors and their safeguarding supervisors have. Shocking was to hear of just how many calls they get, the severity of many of those calls and some of the stories and issues that the counsellors must deal with daily as part of their 3.5-hour shifts.

It really impacted us all on the visit as

to just how much our young people can struggle with life, navigating troubles at home, abusive families, bullying or just dealing with the impact of the world's troubles on their lives. It was troubling to hear just how many calls on each shift were being escalated to supervisors and then onwards to emergency services, because young people were in such danger. Also, how so many young people are troubled by the challenges faced, not just by themselves, but their parents or carers as well who might be suffering from incurable health difficulties, financial crisis or domestic violence. Children and young adults seem to be bearing the burden of the increasingly difficult world around them. Not only that, but the emergency and mental health services in the UK are creaking at the seams post-Covid and so often it is down to charities like the NSPCC's Childline® to plug the ever-widening gaps.

However, the great positivity we all felt after our day at the NSPCC and Childline® was drawn from the amazing contribution that the historic vehicle community has made to Childline's invaluable work through our enjoyment of transport heritage on Drive It Day and Ride It Day each year. That one day of buying plates and historic vehicle activity really changes lives and we as a movement should be proud of our achievements there.

I'm not for one moment suggesting we should feel at all bad or guilty about our enjoyment of events such as I attended either side of that insightful visit to the NSPCC. More that some issues are so big and wide reaching that we need to do our best, through pursuing our own passion for transport heritage, to positively benefit wider society - it needs us.

As the fundraising for Drive It Day and Ride It Day has shown, our activities can have an immeasurably large impact when we use that passion as a community to come together and support those who can make a real difference, like the counsellors at Childline®.

The money raised in 2022 will fund "One Unforgettable Day" where Childline® activities are covered for an entire 24-hour period. This year, as per 2021, the day will coincide with the opening day of the NEC Classic Motor Show on Friday 11th November 2022. The video from our visit to Childline will also be released shortly.

So, let's keep it up and do even better for Drive It Day and Ride It Day 2023.

President: **Lord Steel of Aikwood**
Chairman: **David Whale**
Secretary: **Emma Balaam**

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The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use historic vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in the UK and (through membership of Fédération Internationale des Véhicules Anciens) in Europe.

There are over 500 subscriber organisations representing a total membership of over 250,000 in addition to individual and trade supporters. Details can be found at www.fbhvc.co.uk or sent on application to the secretary.

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Contents

- 4 **Legislation**
- 6 **DVLA**
- 7 **Events & Technical**
- 8 **Archives & Museums**
- 12 **Secretarial News**
- 14 **Sir Malcolm Campbell's Other Career**
- 18 **Recording The History of The Classic Car Movement**
- 20 **A Visit to Bury Transport Museum**
- 24 **1972 Wings Tour Bus WNO 481 Restoration Update**
- 25 **Club Chatter**
- 27 **Tree-V Update**

Introduction

Well those “bright and dry spring days” I referred to in the last legislation column have extended into the “parched and dustbowl” conditions of summer 2022. For those who prefer not to take their pride and joy out in wet conditions, their joy must have been tempered only by their inability to hose off the dust due to water company bans.

However there really have been few excuses other than perhaps work for not giving your historic vehicle a few outings in the sunshine. The Federation will be alert to any further climate change initiatives which may restrict our activities prompted by understandable concerns arising from such a hot and dry summer. In a shorter column this month I do mention CAZ and LEZ and specifically in the Scottish context again. The exemptions we invariably enjoy from such restrictions or charging are thanks to my predecessors in the Federation and we are on guard to ensure there is no rowing back on these freedoms. I also cover medical fitness, understandably a hot topic with our membership.

Road Pricing Again

However, first, referring back to my coverage of road pricing in the last edition of the Newsletter, in reply my challenge to you for ideas, I received a most constructive response from a reader. His proposal which had the attraction of simplicity and low tech was based on a mileage reading at an MOT with appropriate pre-payment and adjustment systems to allow for the delay in the first reading. Sadly I had to indicate to them that wedded to technology as governments now are, the ANPR or mobile phone route is almost certainly the one likely to be taken. In addition, any system based simply on mileage removes the ability to charge differential rates for busy or quiet roads and is in effect a mileage rather than road charge. Based on the revenue currently being raked in by the Treasury due to the massive increase in fuel prices, I do not anticipate any tax changes are imminent! However any other ideas for discussion are gratefully received.

Environmental Matters

It is perhaps timely if I briefly canter through the principal CAZ/LEZ which recently came into force and those imminent or postponed. So Bath and Birmingham’s LEZ and CAZ respectively are up and running from last year along with Portsmouth’s and Oxfords (ZEZ). There are postponements in the case of Manchester, Newcastle and Bradford all of which had schemes fully consulted on and ready to launch. Sheffield’s scheme is mature and intended to launch early 2023. There are proposals for other towns and cities, some of which have been mentioned in this Newsletter before and we are monitoring them all including the expanded London ULEZ which I mentioned last time round. It is worth emphasising that no issues have arisen in relation to HV exemptions, and where appropriate, we seek additional exemptions or discounts for vehicles not yet 40 years old but are retired and preserved usually from commercial service.

In relation to the LEZs for the 4 major Scottish cities which you will find extensively discussed in previous Newsletters, the modalities for enforcement are currently under discussion by an Enforcement Group convened under the aegis of Transport Scotland and attended by representatives from those cities. Readers will recall that because the Scottish zones ban rather than charge non-compliant vehicles, the definition of an HV was extended to vehicles over 30 years rather than 40 years.

Whilst this is a benefit which owners in other parts of the UK might wish to enjoy, as we pointed out at the time it was decided on, it would pose an issue for identifying vehicles for the purposes of enforcement. Since existing zones in the rest of the mainland invariably use ANPR and as a minimum the DVLA database, vehicles enjoying HV tax class are easily identifiable and thus exempted without difficulty. Whilst an algorithm capable of singling out vehicles based on age is obviously feasible, by adding into the statutory regulations the additional complication of the MOT exemption formulation in The Motor Vehicles (Tests) (Amendment) Regulations 2017, the Enforcement team is wrestling with how to identify vehicles not just on the basis of age but also they have not been substantially modified. None of this detail is on any existing database. In advance of their June meeting, we wrote to offer assistance and at their request provided a copy of UK government guidance on the subject https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/670431/vehicles-of-historical-interest-substantial-change-guidance.pdf It may be that the route forward will be a system based solely on age or a separate Scottish register of HVs which, put politely, will be a considerable undertaking. We await feedback from the Air Quality Team at Transport Scotland.

Are you Fit to Drive?

I spotted the following news release a few weeks ago:

“DVLA announces change in the law to enable more healthcare professionals to complete medical questionnaires”

This headlined that from the 20 July, the law has changed to enable healthcare professionals other than doctors to complete DVLA medical questionnaires following notification of a medical condition that may affect an individual’s driving. The change to the Road Traffic Act 1988 now allows doctors to refer medical questionnaires to colleagues such as specialist nurses and opticians from other professional bodies. This enables log jams to be cleared and will take pressure off overburdened GPs.

However the news release prompted

me to recall correspondence earlier this year concerning the withdrawal of the licence from a very elderly HV driver. The circumstances were that he had taken his frail wife and injured wife to her medical centre and her GP (not his) had apparently instigated a recommendation to DVLA that he was not safe to drive. The correspondent felt that there was a case for getting his licence reinstated, but if he could not achieve that, he wanted to via the FBHVC “make sure that elderly drivers of Historic Vehicles are not unduly penalised for simply being elderly.”

Given the apparently unblemished driving career of the elderly driver, it indeed was a shame that he might now have the shutters brought down on his ability to drive.

However on the basis of the information



"We're doing our bit - she's completely biodegradable"

provided, particularly concerning the age of the individual the fact the matter arose from a visit to a medical practice albeit in relation to his wife rather than himself, it would appear the recommendation to DVLA was prompted by a medical professional. I stressed that such a recommendation would be on medical not age grounds.

First of all I reminded myself and the correspondent of the statutory background to medical fitness to drive. In the DVLA Manual Assessing fitness to drive – a guide for medical professionals which can be viewed at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1965900/MIS828_interactive_020321_Final.pdf, it is made clear that the DVLA is legally responsible on behalf of the Secretary of State for deciding if a person's licence should be revoked on the grounds of medical unfitness. This means they need to know if a person holding a driving licence has a condition or is undergoing treatment that may now, or in the future, affect their safety as a driver. Given the age of this driver he will have had to certify his fitness every three years in order to renew his licence.

More importantly given the circumstances of this case, a medical professional is under a duty to notify the DVLA of any injury or condition if there is concern for road safety, which would be for both the individual and the wider public. Normally the medical report to the DVLA would be with the consent of the individual but this duty transcends patient confidentiality.

According to the above Manual, once DVLA is notified of a medical condition and obtains consent, it will make medical enquiries as required and it will not make a licensing decision until all the relevant medical information is available and has been considered. Exceptions to this do exist, specifically DVLA's ability to revoke a licence immediately in the interests of road safety and without detailed enquiry if individual case circumstances dictate this. The medical enquiries procedure is generally a two-stage process:

1. Information on the medical condition is sought from the licence holder or applicant, either by paper questionnaire or online.
2. Information is sought from relevant healthcare professionals, either by questionnaire or provision of medical notes.

In some circumstances DVLA will require an independent review by a DVLA-appointed doctor or other specialist. Depending on individual circumstances, a licence applicant may also require a driving assessment and/or appraisal. If an applicant is not content with the DVLA decision then the following action can be taken:

- a. Write and make representations to DVLA with additional relevant medical or specialist information that was not included in the original assessment. This must include proof that the required standards for driving are met (these are explained in the decision letter sent by the DVLA). Details of where to send an appeal are here: <https://www.gov.uk/driving-medical-conditions/what-dvla-will-decide>
- b. If the above is rejected, an appeal can be made to the local magistrate's court within 6 months, (or sheriff's court in Scotland within 21 days).

So although an official will make the decision, the assessments are medically based.

I indicated that the Federation could not reasonably make a general statement that elderly drivers are being penalised simply on the basis their age. >>>

Without detailed evidence of widespread iniquities on the part of DVLA, it would be inappropriate to take a broad brush position in relation to what must often be finely balanced but justifiable decisions on individual cases with different facts. It is the case that many club members are more "senior" and are increasingly

vulnerable to the health problems related to old age even if age itself is not the criteria for revoking a licence. Many will have been driving for many decades safely and without incident and may feel they are fine. However, to adapt an investment analogy, "Past performance is no guarantee of continued successful

performance." If an elderly driver will not accept they are too infirm to continue at the wheel, it is for medical professionals to intervene.

I did agree however to highlight in this Newsletter the appeals process for those who might have a similar experience which I have now done!

Seddon v DVLA

May I take the liberty of finishing on something that I am more comfortable with – English case law. The case I am due to refer to is one which is of more than passing interest to my proficient DVLA colleague, Ian who, as represented in his regular column, valiantly represents the interests of HV owners over registration problems.

Back in 2018, a single judge of the High Court found for the DVLA in the preliminary issue in a case brought by a Mr Seddon for damages (£150,000) against the DVLA. In brief outline, he had bought what turned out to be a replica AC Cobra for £250,000, it having been granted age related plates on the basis of an application for registration by a previous owner which claimed original registration and manufacture in 1964. The car was actually a rebuild consisting of refurbished or new parts to original specification.

Suspicion arose at the DVLA about the entitlement to its age related registration in August 2014 and they commenced an investigation. Mr Seddon purchased the car in October 2014 whose own concerns were aroused by him not receiving a new V5C as he expected when he applied to be registered as the new owner. When he inquired with DVLA, they told him the registration was under investigation which they indeed undertook (with all their correspondence going to the seller and not Mr Seddon). In March the following year the age related plate was cancelled and a Q Plate issued. Mr Seddon cut his losses and sold the car for £100,000, the difference between that and the purchase price being the basis of his damages claim. The preliminary issue to be decided on was whether the DVLA owed a duty of care to Mr Seddon to inform him as a prospective purchaser of their (DVLA) concerns. He

lost principally on the basis that the judge held DVLA's only duty was a statutory one which is the collection of vehicle excise duty. Based on other case law concerning foreseeability and proximity, she held that no duty of care was owed to Mr Seddon.

Of interest to me and something that I confess I had overlooked is that Mr Seddon appealed and lost again. [https://www.bailii.org/cgi-bin/format.cgi?doc=/ew/cases/EWCA/Civ/2019/14.html&query=\(title:\(+seddon+\)\)](https://www.bailii.org/cgi-bin/format.cgi?doc=/ew/cases/EWCA/Civ/2019/14.html&query=(title:(+seddon+)))

Even those less attached to the law than me might find this appeal judgment interesting. Is the door closed to further potential legal action against the DVLA? Well perhaps this case is a deterrent to trying for a damages claim based on a breach of duty of care, but there are other forms of legal action where a public authority's decision making can be challenged!

DVLA > Ian Edmunds

Recent correspondence received both by myself and sent over my head to our Chairman, suggests that perhaps it would be valuable to provide some explanation of how the Federation interacts with DVLA and how it responds to enquiries from clubs and from individual club members.

The first and very important point to make is that the advice we provide, whether it is in this column in News or directly to individual enquirers, represents our current best understanding of the DVLA position on the matter in question. **It does not necessarily imply that the Federation agrees and nor does it imply that we have given up attempts to persuade DVLA to adopt a less restrictive position.**

Other than when disrupted, along with so much else, by the pandemic the Federation has had regular meetings with DVLA for some 30 years and in addition we have been given a particular

contact person with whom we can raise any problems or questions as they arise. Any significant information of general interest, be it good news or bad, will be reported in this column. However it is neither practical nor helpful to report every detail or nuance of negotiation but that does not mean that efforts are not continuing.

It is unfortunately true that in the period leading up to the pandemic DVLA appeared to be becoming increasingly strict in the application of their policy and less and less receptive to our concerns. We recognise that during the pandemic DVLA faced significant difficulties and that quite properly historic vehicles and the queries associated with them were not a priority but we were disappointed that as DVLA returned to normal service levels their reaction to our issues remained unsatisfactory. However just prior to writing these words I have received appropriate apologies and promises from DVLA and I am

hopeful some progress can be made.

My education, such as it was, was not classical but I believe it was William Shakespeare who first expressed the concept that one should not shoot the messenger. As a significant part of my role with FBHVC is that of a messenger it is a sentiment I echo with some feeling.

Moving on to the little news that I have for this edition it appears that following Brexit and probably influenced by the problems now arising with Northern Ireland the NOVA procedure has changed again. There are now more options depending on VAT status or whether an individual or a company and indeed for Northern Ireland. However HMRC have provided a clear explanation at <https://www.gov.uk/importing-vehicles-into-the-uk/telling-hmrc>

It remains the case that in a form of policing role DVLA will not register an imported vehicle until the NOVA procedure has been correctly completed.

Events

It is proving to be a very busy summer, for me at least, supporting my various club events and using the opportunity to promote the benefits of joining the FBHVC – as an individual supporter, or as a club, a trade supporter or as a Museum/Collection as appropriate.

I would encourage you to do the same and spread the word as personal recommendation, based upon personal experience. This is usually the best way to gain new members and raise our collective profile.

The number of club events listed so far for 2022 is over 110 as I write this – thank you all and do keep them coming, remembering that they are read by an international audience and this can lead to international cooperation between like-minded clubs, across all vehicle types too.

I was also able to visit the Beamish Museum in County Durham and found it really interesting, especially as I met some talented and experienced HV enthusiasts in the replica Motor and Cycleworks Garage. I am pleased to see that 'The Friends of Beamish Ltd' are listed on our FBHVC Museums directory. Do have a look at the Museum directory, the link is shown below.

To list your forthcoming event(s) please use the link at the end of this article.

As I mentioned in my last report, I am running a 3-day Touring Assembly in September and have incorporated Carbon Capture, for all entrants during the event itself, via our partnership with Tree-V. I have also incorporated the FBHVC & Tree-V logo within our rally plates, in order to promote the scheme to the general public whilst also demonstrating that the club have taken positive action in order to mitigate any pollution caused by taking part.

My event commitments in August – September already include being on club stands at the Cranleigh Classic vehicle show, Eastbourne Air show, Capel Classic vehicle show, Silverstone Classics, Salon Privé, Retro Run and a joint Motul, FBHVC and FIVA Stand at the Goodwood Revival.

It's possible that I will get the chance to meet some you at one of these events, but in any case, I will report back to you in the next edition of FBHVC News.

In the meantime, enjoy your HVs, and enjoy the camaraderie that our HV movement provides.

Drive and Ride safely - and help us promote the safe and responsible use of historic vehicles.

FBHVC Events Calendar:

www.fbhvc.co.uk/events

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Heritage Certificates from the British Motor Industry Heritage Trust

I'm sure if you are like me you will want to gather together as much historical information as you can about your historic vehicle.

Gathering as much provenance as you can is great to have in the vehicle file and of course will normally add to the cars value or at the very least give confidence to a potential buyer should you decide to sell.

I recently spent the morning with Richard Bacchus who is the certificate officer for the British Motor Industry Heritage Trust (BMIHT) which resides within the British Motor Museum at Gaydon in Warwickshire to find out what they can provide and how they do it.

The BMIHT are custodians of a vast array of vehicle records, build records and photographs from the British Motor Corporation, British Leyland and their individual marques and also hold the Aston Martin records.

Most of the information they hold is in the form of beautifully handwritten ledgers although they have been working to digitise the records they regularly use such as MG, Land Rover, Mini and Triumph which makes their job so much easier although maybe not so satisfying as looking at an original ledge. It does mean the wear and tear on these valuable and irreplaceable books is dramatically reduced for about 80% of the requests they receive.

Richard and his team of 3 work spend most of their time researching for private individuals heritage certificates although they do also provide certificates for many auction houses and dealers who are keen to add to the vehicle files of vehicles they are selling. On average they produce about 150 certificates a week but have been known in a busy period to create 200 and their lead time from request to dispatch is about 2 weeks

so this team of 4 are very efficient.

These heritage certificates are used mainly for enhancing vehicle files, but many are also used to assist registration queries or to assist in the import/export of a vehicle.

Richard explained that the Land Rover Defender is very popular in the USA, and many are being imported from Europe in LHD specification. However, to get US registration the owner has to prove that the car is over 25 years old and has the original engine fitted otherwise the authorities crush the car and so a heritage certificate which confirms this information is a critical document in the import process.



The whole process is operated online so there is the crucial audit data to prove the validity of the information supplied.

Whilst with Richard, I helped him research the information on a Triumph Spitfire 1500 which had originally been sold in North America and for which the new purchaser in Maine USA wanted a certificate. By looking at the scanned ledger pages we quickly were able to confirm the Chassis number, Engine number, original body colour of Inca Yellow. We then confirmed the actual date of the car coming off the production line along with the key number. A certificate was promptly produced and signed by Richard ready for dispatch to the USA – a very satisfying investigation.

Heritage certificates cost from £43 up to £80 for an Aston Martin certificate in a beautiful A4 leather folder

Full details can be found at <https://www.britishmotormuseum.co.uk/archive/heritage-certificates>

britishmotormuseum.co.uk/archive/heritage-certificates

They also offer a web request service for £6 where they will answer a single question web research request. This means at the point of purchasing a vehicle you can quickly verify chassis numbers and ensure the car is what it says it is which seems excellent value for money to avoid a costly mistake.



Sadly, they don't have all the ledger records for everything as some were destroyed many years ago, but they can access factory records and produce certificates for:

- Aston Martin 1948-85 From Mark III to V8**
- Austin 1945-69 Postwar and BMC models** (cars and commercials)
- Austin Allegro 1977-82 All models** (Longbridge build)
- Austin Healey 1953-71 Longbridge and Abingdon build** (not Warwick or 100 S models)
- Lagonda 1961-85** Including the **Aston Martin Lagonda 1979-85**
- Land Rover 1948 to present** From Series I to Defender plus Discovery and Freelander
- Maestro & Montego 1983 onwards** All models, Austin & MG (later cars not recorded)
- Metropolitan 1953-61** Nash, Hudson,
- Austin Mini 1959-69 ADO 15 versions** - Austin, Morris, Mini Cooper
- Mini 1977-1981 ADO 20 versions badged Mini** (Longbridge build only not Seneffe)
- MG 1953-80 From TF Midget & ZA Magnette** (not TC,TD, YA/ YT/ & 1993-95 YB) to **MGB & MGC** including the MG RV8
- Morris 1928-71 Prewar, postwar and BMC models** (some light commercials but not Morris Commercials)
- Range Rover 1970 to present** All models
- Riley 1953-69 From Pathfinder** (not RM 1.5 & 2 litre)
- Rover 1945-86** All models from P3 to SD1
- Princess/Ambassador 1975-1983** Includes 18/22 Series (also known as 'Wedge')
- Standard 1945-63** Cars and light commercials
- Triumph 1946-81** All postwar models Triumph Acclaim 1981-1984 Honda Ballade derivative (Cowley build)
- Vanden Plas Princess 1959-80** Plus many earlier Vanden Plas bodied cars
- Wolseley 1901-31 Prewar, postwar and BMC/ BL badge engineered & 1949-75**
- Other British Leyland from 1968** We hold additional records for some vehicles, particularly from the British Leyland era.



We are pleased to welcome another museum into membership

The National Emergency Services Museum (NESM)

THE NESM in Sheffield, South Yorkshire, is an independent, self-funded museum and charity dedicated to celebrating and preserving the history of all our emergency services and their communities, in peace and war. It is the largest combined emergency services museum in the world.

It is housed in a historic combined police, fire and ambulance station that dates back to 1900. A number of original features, such as the engine house and Victorian police cells, have been preserved within the museum and are now used as amazing and unique gallery spaces for NESM's exhibitions and displays.

The museum cares for more than 600,000 objects, from historic uniforms and equipment in its own permanent collection, to unique and historic items from other organisations, such as HM Coastguard. This includes approximately 100 historic emergency services vehicles from around the world; around 35 on display at any one time in the museum itself and others in an off-site store where NESM's team of volunteers work to maintain, restore, and preserve vehicles for future generations. The store is also the home of the museum's historic running fleet, which is taken out to events nationwide, used in school visits and hired out for film, TV and special events.

The museum's historic fleet encompasses vehicles from the earliest days of the organised emergency services – such as a 1748 Newsham fire pump and a Merryweather engine which served with the early Sheffield Fire Office – to more modern objects like a Nubian airport truck, armoured police Land Rover and even a 47-foot RNLI lifeboat. Among the other vehicles currently on display at the museum are a 1938 Leyland fire engine, once operated by Barnsley Fire Brigade (believed to be the last surviving engine to have served in the Sheffield Blitz), a 1920s Du Cros ambulance, a Nubian airport truck and a wartime Austin K2.

The museum team has worked hard over the last few years to make NESM an engaging, informative, and entertaining destination for visitors of all ages, from history enthusiasts to families. It prides itself on offering something from everyone, with plenty of hands-on activities and opportunities to get up close to vehicles and objects across the museum's three floors.

This approach has taken NESM from strength to strength over the last few years. It now welcomes around 30,000 visitors annually and engages with a further 10,000 through outside events.

It sounds well worth a visit and more details can be found at www.visitnesm.org.uk They are located at The Old Police/Fire Station, West Bar, Sheffield S3 8PT





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Welcome

A very warm welcome is offered to our newest Club Member: the **Sussex British Motorcycle Owners Club**. We also welcome our newest Enhanced Trade Supporters too. They are: **Gilks Garage Café, Sheep CRM** and **Vintage and Classic Spares**. Please all take a moment to view their 'Featured Company' details on our website www.fbhvc.co.uk/trade-supporters. Additionally, many **Individual Supporters** have also recently subscribed to the Federation to support the work we do in keeping our historic vehicles on the roads. We hope you and all our members and supporters enjoy your subscriptions over the coming year.

To obtain the most from the Federation why not register to view our Members Area? Inside you will find some great discounts which are for our members eyes only! This free service is available to all subscribers whether you have joined one of our member clubs, are a representative of one of our member museums, are an individual or trade supporter. To register please visit www.fbhvc.co.uk/register and if you are a member of a club, please ensure you indicate their name where shown.

Once registered your details will be checked and a confirmation email will be sent in return, (during office working hours only, so please be patient).

Renewal Notifications

In addition to our new members, thank you again to our existing members and supporters who have renewed their subscriptions for the forthcoming year.

For the few remaining members and supporters who have not yet renewed, please can I ask you to do so at your earliest convenience. Please complete the renewal form which was forwarded to you, or alternatively contact me either via secretary@fbhvc.co.uk or **01708 223111** to arrange another to be sent.

FBHVC News Articles

Thank you also, to those members and supporters who have submitted articles for publication. If you have not yet seen yours featured in FBHVC News, it will be. All I ask is for your patience.

If you're thinking of sending me some copy, please do so. We'd love to hear from you, especially if they concern **motorcycles, buses/coaches, military, commercial, agricultural and steam vehicles**. Details can be forwarded via email to secretary@fbhvc.co.uk or via post to **FBHVC, PO Box 295, Upminster, Essex RM14 9DG**.

23rd Annual General Meeting

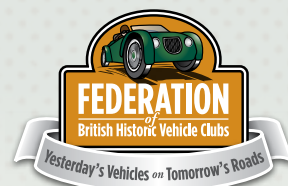
Saturday, 8th October 2022

The Twenty Third Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited will take place on Saturday 8 October 2022 at the British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 0BJ at 10.30 for the following purposes.

1. To consider and approve the minutes of the Annual General Meeting held on Saturday, 8 October 2022 as made available to members in November 2021 [Copies available on request and via the FBHVC website]
2. To receive the Financial Statements for the year ending 31 May 2022
3. Election of Directors [See note 2 below]
4. To receive the Reports of the Directors

Notes:

1. The financial statements, directors' reports and the proxy form will all be distributed to club nominated contacts in late August.
2. Nominations for directors to fill the posts of Chairman, Heritage, Archiving, IT and Legislation Director are required by 26 August 2022. Nominations from Member [Clubs] should be sent in writing to the secretary: (secretary@fbhvc.co.uk)
3. In accordance with the Bylaws, the Chairman will also be responsible for maintaining International Relations as he is well connected to FIVA and is currently an elected member of the International Historic Commission of the Fédération Internationale de l'Automobile.



CONFERENCE

Saturday, 8 October 2022, commencing at 2pm.

An update from Tom Worthington of Tree-V ten months after the Carbon Balancing initiative was launched in association with the Federation. Tom will be available to answer questions.

Paul Negus from Genus IT will provide details on digitisation and be able to answer any questions.

COST AND REFRESHMENTS

Attendance only tickets are free to nominated delegates from FBHVC subscriber organisations and supporters but are £10 to others.

Tea and coffee will be offered prior to the AGM and at the conclusion of the Conference. Lunch and snacks will be available to purchase in the Junction 12 Café.

All non-member/supporter tickets should be ordered from the FBHVC secretary (secretary@fbhvc.co.uk) by no later than Friday 30 September.

Preferred payment can be made via BACS (Account Name: FBHVC Ltd, Sort Code: 30-65-85, Account Number: 47342260). Alternatively, you can send a cheque payable to FBHVC Ltd and post to: FBHVC, PO Box 295, Upminster, Essex, RM14 9DG, or by card by telephoning 01708 223111.



Drive It Day 2022

Thank you to Colin Griffiths, the photographer who supplied the images for the 'Drive it Day on Jersey' feature inside Issue 3, 2022 (page 15). One of his images was even chosen as the front cover image.

Drive It Day 2023

Save the Date - Due to the successes of the 2021 and 2022, the next Drive It Day & Ride It Day will be on Sunday 23rd April 2023.

We shall soon be launching the sale of our new Drive It & Ride It Day vehicle plates. All variants will be available to purchase very soon.

Once again, all profits from the sale of our fundraising vehicle plates will be donated to Childline® so they may continue to run the vital service they provide children and young people.

Childline® offer a 24 hour service and aim to be available for every telephone call or online contact received. This support network is a hugely vital and necessary service and can almost be classed as an emergency service for the most vulnerable. For any child or young person in desperate need of help, Childline® counsellors are there to assist.

We know members of the historic vehicle community are friendly and always aim to be there for one another if an enthusiast needs help, advice, or even a spare part to get their vehicle back on the road. Let's extend our community spirit and help those who desperately need assistance. Let's be there for our children and young people and support the wonderful work Childline® do. After all, they're the next generation of historic vehicle enthusiasts!

How to Order

Please visit www.driveitday.co.uk and follow the online prompts. Alternatively, if you do not have access to an online facility please contact the office directly on **01708 223111**.

We are conscious that postage costs have increased quite dramatically since the start of the year. To assist by not having the postage cost deducted from the amount you pay for a vehicle plate why not order your plates in advance and collect at the Classic Motor Show being held at the Birmingham NEC between 11-13 November 2022? This will ensure the maximum amount of profit can be donated to support Childline®.

For any clubs wishing to purchase a quantity of plates, please also feel free to pre-order by contacting the office via email (secretary@fbhvc.co.uk). Again, collection can be made at the Classic Motor Show in November.





Sir
Malcolm Campbell's

OTHER career

By David Kennedy, Talbot Owners Club



Sir Malcolm Campbell inspects a Police Motor Squad, Reigate

Many of you will have been amused or bemused to see the short article from Modern Motoring in the last edition of the Talbot Owners Club Magazine about the car catcher designed by Sir Malcolm Campbell. You may have wondered why he designed such a piece of equipment and why the article talks about 'offending motor-cars' and 'pursued car'. Elementary my dear reader: Policing. Let me explain.

Sir Malcolm is renowned for setting world speed records on land and water. On 3 September 1935 at Bonneville Salt Flats, his car, Blue Bird, was timed at 301.1292 mph. On 19 August 1939 at Coniston Water, he set a water speed record of 141.74 mph. During the First World War he initially enlisted as a despatch rider but eventually he was drafted into the Royal Flying Corps. Throughout his life he clearly demonstrated the ability to control powerful machines, but his instructors in the RFC thought him too clumsy to be a fighter pilot and he became a ferry pilot. He raced at Brooklands and other tracks. These are the well-known facts of Sir Malcolm's life. But there was more to him than the pursuit of speed. He was a member of the Special Constabulary of Reigate Borough Police Force in Surrey, having joined in 1928.

I was a Chief Superintendent at Reigate, not at the same time as Campbell I hasten to add, but my interest was piqued by the article. I remember that in the conference room there was a photo of the Chief Constable of the time, William Beacher. I also remember that there was talk of Campbell's involvement in the Reigate Borough Force. Being a callow youth, I took this no further until the article in the TOC magazine reminded me of some photos I had seen of the Specials in the 1930s. This led me, unwittingly, to a Talbot link.

A little bit of background: Reigate Borough Force was formed in 1863 having originally been part of Surrey Constabulary since 1851. Fast forward to 1931 when the strength of the force totalled forty men, of whom thirty-two were constables. But there were also 160 members of the special constabulary. These were unpaid volunteers who assisted the regular police and still do so

today. The Chief Constable, Beacher, seems to have been a go-ahead kind of individual who 'instructed the force weekly in drill movements, physical exercise and Ju-Jitsu'. In 1932, the first motorcycle police patrolled the streets. But there was more to Beacher than just running a small borough police force. He had progressive ideas.

In 1932, Beacher reorganised the Special Constabulary and formed a mobile section under Special Chief Inspector Sir Malcolm Campbell. The mobile specials were divided into two classes:

1st Reserve – Super Fast Cars

2nd Reserve – Moderately Fast Cars

The squad which became labelled 'The Blue Birds' included cars from Mercedes, Bentley, Sunbeam, Rolls-Royce, Minerva, Talbot, Invicta and Alfa Romeo. The Alfa was Sir Malcolm's own car. He was able to call on between 40 and 50 cars. Each of the volunteer drivers was accompanied by a police officer.

Of course, Sir Malcolm had a few other things on his plate around this time such as breaking land speed records, but there was no doubting his attachment to the Special Constabulary. Indeed, another member of 'The Blue Birds' was Lt. Col. Alfred Thomas Goldie Gardner, better known as Goldie Gardner, the holder of many speed records, mainly in MGs. Goldie was another Reigate resident. He accompanied Sir Malcolm to Daytona Beach in 1935 to witness the land speed record attempt and thereafter challenged and broke many records, particularly at Daytona in the MG EX-135 in 1951.

Reigate may have led the way in motorised policing, but Beacher did not stop there. In 1935, again with the help of Sir Malcolm and probably assisted by Goldie Gardner who had

been a pilot in the First World War, he set up a flying section, known as 'The Flying Squad' which had access to eight aircraft and an auto-gyro. As with the cars, each pilot was accompanied by a police officer.

Readers may have smiled at the thought of Sir Malcolm's car catcher but even more interesting ways of catching villains were devised for the airborne police of Surrey Constabulary, including the use of flour as explained in this extract from the Sunderland Echo and Shipping Gazette of 27 June 1933:

Plane to chase car bandits- "Bombs" to guide police pursuers- An experiment in chasing a "bandit car" by aeroplane and road is to be carried out probably this week by Capt Duncan Davis of the Brooklands School of Flying in Surrey. Working with the Surrey Constabulary, he will attempt to spot the "bandit" car, pursue it, and drop coloured flour bombs to guide the pursuing police car. "It is easy to pursue a car by aeroplane," said Cpt Davis. "The difficulty is to find it. We have had one 'bandit' chase. The car, a blue saloon, was quickly pulled up soon after it left Egham. A policeman riding a motorcycle was also in the chase, five minutes behind, but he lost sight of us because of the trees. Bombs will have to be used to guide the police car or motorcycle. We easily followed the "bandit" to Guildford and back without losing sight of him for a second, every dodge up a side road failing. "Capt Davis said that in this experiment it had been arranged that red bombs would be dropped on the road to show the pursuing police where the bandit turned to the left and green bombs on a right-hand turn. We might also drop coloured bombs to try to hit and so mark the bandit car."



Having been an observer on the Metropolitan Police helicopter for several years, I can assure you that this proposal never caught on!

Having got this far through the article, you may ask about the Talbot link I promised. Bob Bartlett, a retired colleague, who records the history of Surrey Constabulary, (www.surrey-constabulary.com), sent me various pictures relevant to this article. The picture of the cars moving out in parade formation from Reigate Town Hall, which was also the location of the police station and courts, shows the lead car to be Sir Malcolm's Alfa. The next car is one of the Fox and Nicholl Talbots, GO51. In the third row, behind the Riley, appears to

be a Talbot AG 75 Drophead and a 14/45 saloon. The Alfa and the other cars were in exalted company! Not many constables could claim to patrol in a car with racing history.

I have been unable to find the identity of the driver of GO51. In photo 1 the third car appears to be GO51 with the driver in civilian clothes standing beside it. Does anyone recognise him? Reigate is only a short drive from Tolworth where Fox and Nicholl had their garage by the Toby Jug roundabout. Could it have been Arthur Fox? That's one for the experts to ponder!

Two concluding anecdotes:

The Campbell connection with Reigate Borough Police Force was reinforced when Donald Campbell became a motorcycle despatch rider for the Special Constabulary. And finally, by joining the Special Constabulary, perhaps Sir Malcolm was trying to atone for the earlier behaviour of the family chauffeur:
1905 November 2:
Speeding: Kingston

County Bench yesterday. Edward Tubb, driver to Sir Guy Campbell, was summoned for driving a motorcar at a greater speed than 20mph on the Portsmouth Road on October 16. Police Sergeant Lucas, Surrey Constabulary, gave the speed of 39mph. Sir Guy Campbell said that the defendant was a very careful driver. Lady Campbell gave evidence at much personal inconvenience, as she was a passenger in the car. Her driver was a careful man who would swerve or even pull up to avoid a chicken in the road! Superintendent Marks reported a previous conviction. He was fined £5 with 8s 6d costs.

The Times Friday, Nov 03, 1905



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Kate Olcott Sullivan speaking at the European Conference for Automotive History in the Hague, 2019

Recording the his Classic Car Move

By Anders Ditlev Clausager

Many of us remember with delight a presentation that Kate Olcott Sullivan gave at the FBHVC conference in 2020, similar to the presentation she gave at the second European Conference for Automotive History at the Louwman Museum in The Hague in 2019. Her paper was entitled "Towards a Transnational Heritage Preservation Model: Examining Demographic Variants in Approaches to Automotive Appreciation" but was thankfully rather more accessible than the cumbersome title might lead you to fear! Kate has researched / is researching "automotive preservation cultures in Scandinavia and the United States" and I remain grateful to her for introducing me to the concept of "beer wagons" – "pilsnerbiler" so-called by the natives in Sweden where they are popular. Her paper got me thinking. Why have we not had any similar study in Britain – a nation which can make as good a claim as any to have been the pioneer in fostering

the preservation of historic vehicles? With the coming phasing-out of internal combustion engines in favour of electric ditto, our Classic Car Movement will undoubtedly undergo radical change. I have been involved in matters to do with vehicle preservation – although in fairness more with automotive history – for just over fifty years. We have during this half-century seen enormous growth, in the preservation and use of historic vehicles and of archive material, and in the research and writing up of automotive history. Next year, 2023, sees the fiftieth anniversary of the publication of the first issue of *Thoroughbred* and *Classic Cars* magazine, which I consider acted as a focal point for channelling the growing interest in "classic cars" by which, in Britain in 1973, we meant early post-World War Two cars in particular. Until then, they had been slightly uneasy stepchildren in the hierarchy of the historic car world, looked askance at by

a majority of enthusiasts who thought in terms of Veteran, Edwardian, and Vintage only, and often did not even take much interest in the period of the 1930s, except for a few specially designated and cherished "post-vintage thoroughbreds". In the 1970s the idea of owning, restoring, preserving, and using a classic car became the popular and widespread hobby which it is today, and the large number of post-1945 cars originally made and then still in existence, compared to pre-1939 ditto, meant a democratisation of the movement: it was now about Morris Minors and MGs, rather than Bugattis and Bentleys. Undoubtedly this was allied to the fact that each generation tends to favour the vehicles that it grew up with. In the post-war period car ownership became more widespread, but having a car was still something a bit special, and cars were more cherished by their owners and owners' families than they perhaps are now. In short, it was about nostalgia. There was a huge number of new one-



The National Motor Museum which opened in July 1972; photo by Adam Jahr from Wikimedia Commons

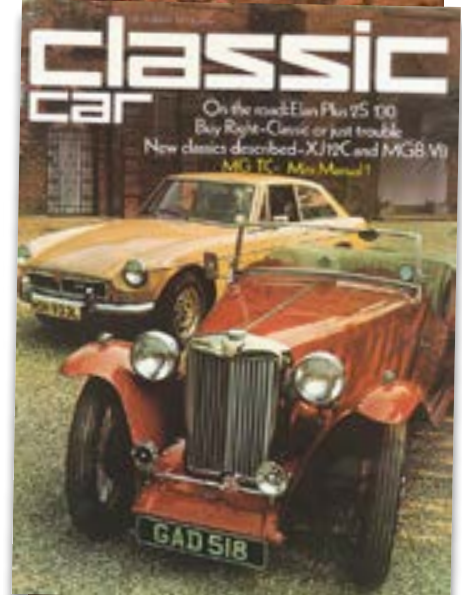
History of the Movement: A proposal

make or one-model clubs established during the 1970s, several new magazines were started up (most of which still flourish), a steadily increasing number of books were published, and of course the Federation was set up in the following decade, given an impetus by the possession tax proposal of 1980 which led to the formation of the Classic Vehicle Clubs Committee, which catered for clubs for post-1945 vehicles, unlike the existing Historic Vehicle Clubs Committee. They eventually joined forces to become the FBHVC. There were a number of classic cars shows held in various locations in the 1970s, and in 1984 the first really big show was held at the National Exhibition Centre. Several new museums opened; the Montagu Motor Museum at Beaulieu became the National Motor Museum in 1972 (another fiftieth anniversary!), and the seeds of today's British Motor Museum were sown at Donington in 1976. Of course there had been historic vehicle clubs in Britain ever since the Veteran Car Club was established in 1930, after the first commemorative Brighton run for "old crocks" in 1927. It was followed by the Vintage Sports-Car Club in 1934. There were a number of one-make car clubs set up in the pre-war period, but only by default did these become historic vehicle clubs in later years. Of these early clubs, the Jowett Car Club (1923), the Bugatti Owners Club (1929), and the MG Car Club (1930), still thrive. So to sum up these scattered thoughts, bearing in mind that many of us enthusiasts who have been involved for a long time are still around, I believe that this is an opportune time to research a proper social history of the Classic Car Movement. Who are we enthusiasts, what inspired us to become interested in classic cars, what are the activities which we undertake in the practice of our hobby, will there be a new

generation of enthusiasts after us, and so on. From the surveys undertaken by the Federation we have for some years been well enough informed about the impact of the classic car sector in business terms, but what would be interesting is to compile the hitherto missing social side of our shared history. There should be a lot of raw source material available for research. Thanks not least to Andy Bye's efforts, clubs are becoming more interested in their own archives, and more professional in handling these. Of course they are scattered far and wide! – but in the archives and libraries of Beaulieu and Gaydon, there are collections of club publications, as well as runs of the classic car magazines which reported on club activities, exhibitions and events. I believe the best way to research and record this history properly, is as a rigorous academic study, undertaken for a doctoral degree. I cannot imagine that there is any publisher, organisation, or independent historian or writer, who would take on this sort of project, bearing in mind that there is no money in it. It could however be of interest to a post-graduate student in a social history department in one of the universities, and a version of the dissertation might then find a publisher. I suggest that anyone volunteering to undertake such a project, should be offered some sort of support, bursary, or sponsorship, from within the Classic Car Movement, from interested businesses and organisations. Here I have in mind obviously the Federation, as well as the Michael Sedgwick Memorial Trust, and the Society of Automotive Historians, but equally businesses, even individuals, in the classic car world. May I appeal to colleagues who work in or have connections to a university, to investigate the possibility of such a study being undertaken within their institution?



Anders' first classic car, a 1939 Fiat 500, now in a museum in Denmark



The first issue of Classic Cars magazine from October 1973



The "Official Programme" for the "old crocks" run to Brighton in 1927



An 1899 Clement Panhard on the 1927 Brighton run, when even very early cars were not entirely respectable!

If anyone wishes to contact Anders Ditlev Clausager directly please forward an email to secretary@fbhvc.co.uk and it will be forwarded accordingly.

A VISIT TO BURY TRANSPORT MUSEUM

By Roy Dowding



1973 Atkinson with Gardner 180 engine



1960 ERF 6 X 2 with Gardner 160 engine



1934 Scammell Mechanical Horse



1952 Scammell Scarab



Scarab, with one-piece fibreglass cab



1967/8 Townsman

The editor of "Suffolk" magazine, writing in a recent issue, mentioned the need for escapism and nostalgia as the perfect antidote for the trials of the last couple of years and the brutal reality of current world events. For her, it was rediscovering the original episodes of "Star Trek". For me, and I am sure for many of our members, it has been absorption in the world of classics, to whatever extent that has been possible.

As 2022 unfolds, so does the ability to fully participate again, with a plethora of local events on offer, big shows like the Practical Classics Resto at the NEC and museums across the country opening their doors.

In that vein, last month, Pat and I spent some time in Manchester with my son and his family, taking the opportunity whilst there to visit the East Lancs Railway and its associated Bury Transport Museum. It's not huge, but does contain some very interesting exhibits.

Among the well-documented vehicles on display are two featuring Gardner diesel engines. One of them - an unusual ERF 6 X 2 lorry from 1960 - was actually owned by Gardners, who first started making engines in 1899. They survived for almost 100 years until successive mergers and takeovers by Rolls-Royce, Hawker-Siddeley and ultimately Perkins killed them off.

Made not far away at Patricroft, near Eccles, Gardners were perhaps Britain's most respected maker of diesel bus and truck engines. They were the first choice for lorry builders such as Atkinson, ERF and Foden, and a large majority of bus and coach manufacturers. London Transport even specified Gardner 170 engines in preference to Leyland-made units for their 1978 one-man-operator Titan fleet.

With its strong connection to the adjacent heritage railway, it's no surprise to see two versions of the remarkable Scammell Mechanical Horse that was utilised by Britain's Railway companies and BR (and to a lesser extent by British Road Services) from 1934 until the early 1970s.

Originally designed by Oliver North, Bury's examples date from 1934 (with a Ford 1172cc side valve engine) and 1952, by which time it was known as the Scarab and featured a 2.1 litre side valve engine. The last of the line, made 1967-68, were called the Townsman, designed by Michelotti and had Perkins diesel engines.

For comparison, later Scarab, with one-piece fibreglass cab, and the 1967/8 Townsman [these later versions are not on display in the museum]

Perhaps not well known is the fact

that these really useful vehicles were also made under licence in France from 1937 until 1970 by Chenard-Walcker, using the engine from the Citroën Traction Avant.

Not immediately obvious for a Lancastrian museum is the inclusion of three splendid Marshall engines – given that they hailed from Gainsborough in Lincolnshire. In date order they are a 1906 7hp steam Traction Engine, a Portable Engine of 10hp from 1919 that was used by a Scottish sawmill, and a 1945 14hp diesel Model M, a development of the earlier Field Marshall tractor.

By far the biggest exhibits are two Leyland Tiger PD2 buses. But beneath their, at first glance, similar exteriors they are quite different. Separated by 18 years, they do both share a common chassis and 9.8 litre Leyland O600 diesel engine. But the 1949 Bolton example has a wood- framed

body made in-house by Leyland, while the front-entry Bury bus dates from 1967 and bears a lightweight East Lancs body. It was one of four made to serve route no.23T, which traversed a weak bridge.

In contrast to the 'big stuff', there are lovely examples of a 1930s Morris 8 Post Office Telephones van, a 1960s Morris Minor Royal Mail van, 1914 Manchester-made Ford Model T, 1932 Dagenham-built Ford Y-Type and a 1940s Austin 10 van, beautifully sign-written with the original owner's name – James Holden Ltd (the makers of 'Terry Towels').

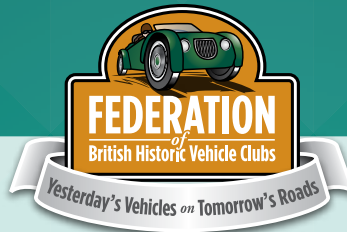
In all, a fascinating collection, and a great adjunct to the East Lancs Railway, just across the road. It also proved to be a great place to shelter from a sudden downpour that we had fortunately seen coming – my son says such weather is quite typical for Manchester!



Bury PD2 built in 1967 (green) and the Bolton PD2 from 1949 (maroon)



General view with 1945 Marshall tractor in foreground



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1972 Wings Tour Bus WNO 481 Restoration Update

Since Issue 3 of FBHVC News, the restoration of WNO481 has progressed very well, as can be seen in this latest update from owner Tom Creaven-Jennings...

15 July 2022

Beautiful day yesterday at the restoration workshop as the boys were in full flight! Progress continues with the nearside panelling almost complete. The driver's side floor has now been made ready to receive the new mudguard/wing which will then see the nearside wing fitted. The body has been completely stripped of old paint to prevent any form of reaction with the new paint. The electrical work is ongoing and will soon be completed. Gauges for temperature, oil pressure etc. are being fitted, which involves fitting sensors to protect the Gardner engine. The new destination blind has arrived at the workshop and will replace the original (Paul McCartney version) which will be kept safely in storage. The top deck is being measured for a cover and once the 3D image is available a discussion will occur as to the design. The McCartney Stage is fully assembled, only a few tweaks remain to complete the job. It's looking very impressive, and I cannot wait to sing a song on it! The triangular truss stage supports are now complete with adjusters for uneven ground. The joiner is making the storage boxes for under the seats on the lower deck and replicas of the original tables that came from a coach identical to or maybe even off the 1970 England World Cup Team Coach. The (as close as possible to the original) racing green flooring has arrived for the lower deck. The upper deck covering is still a work in progress.

11 August 2022

The seats are now being restored/reupholstered.

It's been such a relief after tracking down the fabric, originally a Holdsworth now a Camira fabric. A huge thank you goes to Rachel Preston in Sales who made the business case for the limited re-run to Marketing Director Nigel Watkins who stepped up, ordered and

supplied the correct fabric. This, by far was the biggest challenge associated with sourcing parts and materials for WNO481. I'm delighted to finally see the material being used to upholster the seats which have been fully restored. They look amazing. The top deck's five double seats were the easiest to complete.

22 August 2022

The restoration of the seats has now been completed. Darren, the restorer has done a wonderful job, as they look fantastic! The next step is to get them back to the workshop to enable the team to fit them.

Also, news concerning the interior lights, they're all working really well. WNO481 has also been newly wired for starting and the electrical final furlong is in sight!

I hope you can agree the attention to detail with WNO481's restoration is remarkable and we're all looking forward to seeing her at The Classic Motor Show at Birmingham NEC between 11-13 November 2022. Why not come and visit, I'm sure you'll be surprised as to what we have planned on the Federation Village stand at the entrance to Hall 5. Various musicians will be visiting for a set or two, playing Beatles, Paul McCartney & Wings songs (plus maybe others) on The McCartney Stage!

Don't forget to purchase your show tickets via <https://www.nexclassicismotorshow.com/ticket-information>



They ask a good question in the **Bean Car Club** magazine "Why do our cars have to be roadworthy, but the roads are not car worthy?"

Phillip Avis and Martyn Wray reminded us in an article in the 'Singer Owner', published by the **Singer Owners Club** that Stirling and Pat Moss had very competitive parents. Alfred Moss had even raced at Indianapolis in 1924 whilst his wife Aileen was a very keen equestrian before turning to trials where she was very successful in a 1 ½ litre Singer Le Mans. Her last car chassis LM43, then registered CPD 7 has disappeared and the Club wonder if it still exists. The registration CPD 7 is now on a modern Mercedes.

On a different scale the magazine of the **AEC Society** repeats an item first published in 1958 about seven short wheelbase AEC Mammoth Majors that worked 800 feet underground at ICI's Billingham Anhydrite mine in Country Durham. There was even an underground workshop to service the vehicles, by so doing I imagine they hardly ever came to the surface.

'Legend' the magazine of the **Land Rover Series One Club** has a number of pages entitled "Back to the Drawing Board." Put together by Keith and Jane Barrett. These are devoted to the very early advertising for the new 'go anywhere' make. Nearly all the ads show the versatility of the vehicle. The authors say, "This approach to advertising, designed to inspire, focuses on the capability of the Land Rover and often features hand drawn and hand painted imagery that shows off the vehicles form and character in a way that a photograph cannot."



BSA were well known for motorcycles, but taking the place of railway shunting engines? "Goldie" the magazine of the **Gold Star Owners Club** reproduces an advertisement from "Overseas Railways"



with the heading "Speed up railway sidings operations with the new BSA Truck Mover, save time and money." Introduced around 1949 the Truck Mover looked like an overgrown hydraulic jack which could be positioned under the rear of a railway truck, jacked up to give grip on the truck, engine revved and the truck could be slowly repositioned. They had two double flanged wheels for running on the railway tracks, and what looks like a heavy solid rubber tread to give them grip. Were many made? Do any survive in either a railway or motorcycle museum?

The **Veteran Car Club of Great Britain's** Gazette has a puzzle picture for members to try and identify. It is a lovely car circa 1904. The Editor draws readers attention to the front offside wheel hub which project a little more than the others. He asks "Is that a milometer bub cap on the front wheel?" He then reminds us that such things could be bought from Brown Bros and other factors. These were an option long before the days of speedometers and fitted over a hub cap and recorded the mileage covered. When new they cost £3.15.0 in aluminium and £4. 6s .4d in brass.

'Safety Fast' the magazine of the **MG Car Club**, included the story of how Maggie and Paul Grafham, who have spent a lifetime with MG Y Types, moved to their new home in France. "We had to figure out how to move all of our MG Y Types... the decision was taken to use a car transporter and the sight of eight Ys on one was something that had not been seen since the days they came out of Abingdon".

The famous Lands End Trial, run each year at Easter by the **Motor Cycling Club** (MCC) was written up in a number of magazines, two of the best reports were Charles Neal in 'Miscellany' (**Morgan Sports Car Club**) and for motorcyclists Mike Tizard in 'Leading Link' (the newsletter of the **Greeves Riders Association**). Besides graphic

description of the different hills and surfaces both picked out Beggars Roost near Lynmouth which was celebrating one hundred years since the Club first used the hill and they had a large banner at the foot proclaiming this. Is this the first time anyone has celebrated a significant anniversary for an off road trials hill?

Ronald McCallum writing in 'Big End' the magazine of the **Gay Classic Car Group** describes some fascinating picture research he has recently undertaken.

First he bought a 1934 Humber 12 Vogue and then started to collect associated automobilia. He found an original photograph on eBay which was titled "Mr and Mrs Lionel Martin in the special Humber Twelve tourer they drove in the 1933 Alpine trial". Lionel Martin was of course involved in Aston Martin, but he and his wife drove many makes, some of which they entered in competition. Ronald has found out a great deal about the 1933 Alpine trial all of which is recorded in this magazine. The Humber finished the event and was placed 6th in the Glacier Cup.

'Windscreen' is the magazine of the **Military Vehicle Trust**. The Editor Ian Young had a very thoughtful piece in the June issue, on preserved military vehicles and the war in Ukraine. "Over many years I have been involved with the military vehicle hobby I have encountered many different and varying reactions when showing my vehicles... but on the whole 99% of the reactions have been positive especially when raising money for the Poppy Appeal and other military charities, but the war in Ukraine has made me wonder how our military vehicles will be perceived by the wider public in the light of the ongoing war that is perhaps a little close to home when compared with recent conflicts". I do know that a number of military themed events have been cancelled for this year both in the vehicle and preserved railway worlds."

'Wanderer' the magazine of the **Historic Caravan Club** had an interesting item by editors George and Angela Windsor. They wrote: "In the late 1920s having the use of a radio whilst away from home in a caravan started to become a technical possibility, the biggest problems being, size, weight, power and cost." Later some of the manufacturers of the more luxury caravans offered built in radios, but there was still the problem of



power. One solution was the Johnson portable electric light plant which was mounted outside on the draw bar." Apart from the high cost the weight penalty of these generators could be massive, the Johnson Unit of 1937 weighed in at 75lb!"

A group of people who still do not get the recognition they deserve are the racing mechanics and more particularly the motorcycle tuners, In 'Roadholder' the magazine of the **Norton Owners Club** there is a fascinating article by Bill Southcombe about C.W.G (Bill) Lacey who tuned many bikes at Brooklands and after the war Stan Hailwood persuaded him to take up tuning again and work on Mike Hailwood's various motorcycles. A fascinating insight.

On the 17 May 1922 Kenelm Lee Guinness took the words land speed record at Brooklands in the 350 hp Sunbeam. The re-enactment to the day one hundred years later has been written up in many bookstall magazines. The Newsletter of the **Sunbeam Talbot Darracq Register** covered it in much greater detail than

most. The centre piece was the re-creation of the famous Gordon Crosby painting of the Sunbeam at speed on the banking with a steam train in the background. In this case the steam train was full of people who were coming to Brooklands for the day. It must have taken a great deal of work to allow the train to pause, even for a moment above the banking. In the car, which in this case had to be static, was Sir Kenelm Lee Guinness, the grandson of the record breaking driver, and who had come over from America especially for the event. Besides the 350hp Sunbeam, recently restored to running condition by the National Motor Museum, there were many other famous Sunbeams and personnel present.

Another centenary event held at Brooklands was that of the founding of the Swallow Sidecar Company in Blackpool. This of course grew into SS cars and then to Jaguar with William Lyons (later Sir William Lyons) at the helm. This huge event was fully reported in 'Jaguar Enthusiast' produced by

the **Jaguar Enthusiasts Club**. The oldest vehicle was a Brough Superior motorcycle with Swallow Super Sports side car. The oldest surviving Austin 7 with Swallow coachwork DS 6866 from the Jaguar Daimler Heritage Collection. The huge display was brought right up to date with Jaguar SUVs.

Something which effect all clubs was discussed by Alan Westbury, Chairman of the **TR Register** in 'TR Action'. How long should a director (or committee member) serve for after they have been elected. In the case of the TR Register he is suggesting the idea "It could well be sensible to move to a three-year tenure as we have with the Honorary President, with perhaps a further three years possible, and even a requirement to step down after two successive periods in office. The only issue with this is that there needs to be a healthy supply of replacements available." Reading many club magazines has given me the impression that volunteers for such positions are becoming more and more difficult to fill.

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'TR Action' (**TR Register**) also had an in depth look at the Standard Vanguard including many period photographs and advertisements and a look at pickup trucks and vans. Unusually there were comparisons with other cars on the market at the time and a very full Autocar road test of a petrol version as well as a diesel version.

An interesting question has been posed by Sue Riley, editor of the **Bristol Austin Seven Club** Newsletter. She describes how early issues were produced. "They were typed straight onto master sheets – mistakes corrected by special painted on fluid. Printed by hand cranked Gestetner machine on A4 sheets, hand stapled together at the top left hand corner. The newsletter...is now an A5 colour booklet,

professionally printed and posted to members. ...So when another club's editor suggested to me that it was more of a magazine than a newsletter, I wondered if it was time for another transformation." She asked the club members "Should we have a magazine not a newsletter? Should we rename it? (rebranding is very popular these days) Give us your ideas, PLEASE."

We are quite used to seeing vintage and classic cars at weddings these days. Some people even run small fleets of suitable cars which can be hired. If I may add a personal comment, I am not always sure that such cars are suited to being painted white for wedding use. I was therefore very surprised to see the front cover of "Routemaster magazine" (**Routemaster Association**) a photograph of the

London Bus Company's newly repainted double deck RML 902 in wedding white with the route indicator showing "wedding special- just married" and long wedding ribbons on the front.

This column is based on the magazine your club secretary sends to the FBHVC office. I suspect that only about half of the clubs in membership submit their publications. The magazines are seen by officials of the Federation and amongst other things, this does give them an idea of the health of member clubs. Please could all clubs consider sending a copy of their magazine to Emma in the Federation office (FBHVC, PO Box 295, Upminster, Essex, RM14 9DG). It would also give me a wider range of subjects to bring to your attention in this column.



TREE-V UPDATE

Hi everyone, we hope you are all enjoying the summer show season, we've had beautiful weather for getting our vehicles out and about this year!

That sunshine has been felt in the Tree-V office as we continue to help lots of clubs carbon capture their events and make them eco-friendly. Since our last update in FBHVC News we've helped a wide variety, from cars, to bikes, to buses. To name but a few we've helped the Fiat Motor Club celebrate their 100th anniversary (and looking forward to the next 100!) by retrospectively capturing the vehicles on their stand at the Restoration Show, the Brough Superior Motorcycle Annual Rally and the Northampton Transport Heritage capturing their fleet of buses. It's been a busy summer!

This summer has also seen a big statement made by the Vintage Sports Car Club (VSCC), who have taken the welcome and inspired step of carbon balancing all of their events this year, equating to balancing 201,423 miles. Not only that but they are over-balancing, to mitigate against past emissions of their vehicles and it is a great demonstration of how adaptable the FBHVC and Tree-V scheme is. The VSCC undertook a significant scoping exercise before embarking on their carbon balancing initiative and we're so pleased that it was the FBHVC and Tree-V scheme that was selected as the most rounded and best value.

The FBHVC and Tree-V deliberately designed this carbon capture scheme to be easily applied in a bespoke way to all vehicle types, events and uses and we're so proud that so many of you are taking advantage of that.

This summer has also seen the launch of our FREE Carbon Capture endorsement scheme. The official endorsement

scheme helps your club go beyond disseminating these updates from FBHVC news to your members. The scheme is how your club officially puts their support behind the FBHVC's capture scheme. Tree-V will help you spread the carbon capture word to your members and help you encourage them to sign up as individuals by providing regular material for your magazines and social media direct to your editor. It's the perfect way, at no cost, to show your club. Your club will also be eligible for the end of season FBHVC and Tree-V Eco awards, recognising the biggest contributions from the FBHVC family!

If you'd like to get your club involved, be it a one-off event or to sign up to the endorsement scheme then please drop us a message on the 'contact us' form on <https://trees.fbhvc.co.uk> or send an email to tom@tree-v.com

We've also had some big smiles put on our faces by the wonderful pictures you have been sending in, thank you to those who have shared photos of their vehicles proudly displaying their FBHVC Carbon Capture stickers - to see them check out @tree_v_ on instagram and if you'd like to share yours please send it through to hello@tree-v.com. We set up Tree-V to keep our classics on the road and to make a statement that this community cares about the environment - seeing those stickers out there on the roads doing just that is brilliant.

In total the scheme has carbon captured 1,355,195 miles (to be precise!) to date and we're still a few months away from its first anniversary. A big thank you to everyone who has taken part and made such a big total possible.

You can sign up to the FBHVC's carbon capture scheme here: www.trees.fbhvc.co.uk

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